

**South Kohala Traffic Safety Committee**

***Waimea Traffic Circulation Study Public Meeting***

Tuesday, November 20, 2007 at 6:00pm, Waimea Civic Center Conference Room

***Attendance:*** Diane Quitiquit, Wayne Higaki, Tim Mc Cullough, David Gomes, Anne Gomes, Roy Takemoto, Wayne Yoshioka, Larry Brown, Tom Brown, Mike Price, Mike Luce, Bruce McClure, Ron Thiel, Bob Hunter, Betsy Palumbo, Cheryl Hirayama, Lorraine R. Inouye, Victor Obrastoff, Fred Burian, Robert Little, Lisa Winborne, Patti Cook, Wendell Kawano, Lorraine Kawano, Earl Yamamoto, Chris Robb, Roger Hirako, Chris Yuen, Lili'u Ross

***Mike Price*** – Panel introductions: Chris Yuen from the Planning Department, Bruce McClure from Department of Public Works, Ron Thiel their Traffic Safety Engineer, Diane Quitiquit from Parker Ranch, Tom Brown from County Transit and the man of the hour here, Wayne Yoshioka, who did the study, Roy Takemoto with the Mayor's office. Anybody else here? I think that's it. So, Larry, do you want to open again?

***Larry Brown*** – thanks Mike. Like I said, I'm Larry Brown with the County of Hawaii Planning Department and the project manager for the Waimea Traffic Circulation Study. I just want to open my reminding everyone that the reason the County engaged Parsons Brinckerhoff to do this study was to try to find some short-term, relatively short-term, solutions to the traffic congestion problems that have been plaguing the Waimea town area for quite some time now and they've been getting significantly worse as our community, our island community, has grown significantly and Cross Island traffic grows with that. Wayne was charged with the task of comparing the ongoing projects in the area and to try to find some, like I mentioned before, solutions that could possibly be implemented within five years or less which would help mitigate the traffic situation here. What he has come up with in his study are some recommendations for the County, and these recommendations involve not only the County but other entities such as Parker Ranch, the Department of Education, and to a certain extent even the State Department of Transportation. These recommendations are just that, they're recommendations, and decisions still need to be made. The County will be engaging the community and the Community Development Planning process, and with the other agencies, whether they be State, private or County, to come up with decisions that will hopefully address the traffic congestion problems on a short-term basis until some of the more long-range plans can be put into place. So with that in mind, I'm going to let Wayne takeover and briefly explain to you the recommendations in his plan and how he arrived at those recommendations.

***Wayne Yoshioka*** - thank you Larry. Good evening everybody.

(Presentation of Waimea Traffic Circulation Study – see 4pm meeting transcript)

Open to questions...

***Mike Price*** – I have a list of questions, and actually, our secretary elect is going to read them.

*Q: State's Travel Demand Forecasting Model of 1998 was based on 1992 data which was updated, why were new traffic counts not taken to develop a new model with current conditions?*

**Wayne Yoshioka** - I guess I'll take that one. Again the travel forecasting model is just a tool used to forecast future volumes, and the way that forecasting models are constructed is that during the base year, in the case of this Big Island model, 1992 with the base year. They collect base year data and they calibrate the model so that the model replicates what happened in that base year. Once that model is calibrated in that base year, then the assumption is that it is ready to forecast future years. So, because it was calibrated for 1992 that's what's important, it was calibrated. And then you can substitute in future land use information to predict future traffic volumes in the area. Now, what we did is, in addition to using the travel demand model, we also did what's called "post processing" to input some new information with regard to different patterns that we're seeing now in the area and we used that to adjust the model as well. So we figure we've accounted for the current conditions.

*Q: Why wasn't the hospital, which is not only our town's largest employer, but a major traffic generator w/ large landholdings, consulted and current and future hospital growth plans and employee counts included in the study?*

**Wayne Yoshioka** - While we didn't consult the hospital with regard to the employment projection, we did consult the hospital in regard to recommendations of the Parker Ranch Connector and some of the implications of that to them. In terms of the future growth, we used the projections for the area that came out of the County of Hawaii which includes a lot of the growth that included the hospital.

*Q: Please provide us with the details of the traffic data and study. This scientific study must have been compiled into a report format: how was it performed, what times of day were the data gathered, how many days and which days were the data gathered, specifically how was the data used to determine which cars went where in town?*

**Wayne Yoshioka** - I think a lot of that will be answered. One of the things you didn't see in the report that went out, and the report was really meant to be an internal draft, but I guess it got out to the web somehow and so it didn't have all the components such as the appendix. The appendix will contain all the data that was collected and all the methodology that was used. So, the appendix will contain that and when the final report comes out you'll have a fully populated appendix.

*Q: How, specifically, were "peak hours" determined? Would that be included in that same...*

**Wayne Yoshioka** - Let me just say it's pretty easy. Typically what you do on a count basis, if you can do it on a count basis, is you use the maximum count as your peak hour. But in the case of Waimea where you have a lot of congestion and queuing, what we used for indication for the peak hour was when you had maximum queue and maximum delay. So when our crews went out to do data collection, they didn't only collect volume or number of cars, but they collected delay and they collected queue lengths as well, so that helped us to determine when the peak hour was occurring.

*Q: How did they account for through traffic that stops for a period (groceries, PO, etc.) in town before proceeding across (town)?*

**Wayne Yoshioka** - Well actually, it depends on how long someone stops. When you look at the license plate survey, that was an indicator for through traffic. There's a checkpoint

that they're reading-in license plates, and there's another checkpoint that they read license plates and there's a program that compares the two for a match. But the match has to occur within a certain time period for it to be classified "through traffic". So it's possible that somebody could drive through town, stop off at KTA, stop off at McDonald's, get something and then continue on and be counted as through traffic, and that's okay. The point is that they're going point-to-point, not stopping in Waimea for a long period of time. In other words, coming home or leaving from home and going out or they're not traveling only within Waimea, but these guys are going point-to-point and using Waimea as a pass-through point.

*Q: The Connector Road bike lane must be separated from traffic, just as the meandering path is. This is an important safety issue. If we want children to be able to bike to school, the bike lane, as shown in the design, won't work. Will this be changed and redesigned by the County?*

**Wayne Yoshioka** - I'm going to defer to the County in terms of bike design but you could do it both ways, it's just a matter of how you want to implement it. And I think what we've done in this study is identified those facilities that it's desirable to have bike facilities on. The actual configuration of bike facilities I defer to the County.

**Bruce McClure** - We are looking to design the roads for all forms of transportation, such as vehicles, pedestrians, bikes and transit.

*Q: The Parker Ranch zoning ordinance calls for it to improve Kamamalu Street between the terminus and the Mamalahoa Hwy intersection if the connection is made there. Will the little bridge on Kamamalu St have to be replaced if that happens? Would lanes have to be added to Kamamalu Street? How long will people have to wait at the signal on Kamamalu Street to get on Mamalahoa Highway?*

**Wayne Yoshioka** – I guess some of the question I can't answer. I think I will defer to the County, especially with what Parker Ranch is supposed to do. I guess my point would be that if the connection of Parker Ranch is made to Kamamalu, Kamamalu would need to be improved and the intersection of Kamamalu and Mamalahoa would need to be significantly modified. Now, who does that and whose responsibility, I can't speak to that. I guess I defer to Parker Ranch and the County on that one.

**Chris Yuen** – The ordinance does call for Parker Ranch to do that section, including the improvements to Kamamalu. I have to say though, that the triggers for the ordinance, I have to explain those. The rezoning ordinance as modified in 1996 divides the Parker Ranch Connector Road into three phases. Phase 1 being Kaomoloa to Pukalani, Phase 2 being Pukalani to Kamamalu or the Civic Center, it gives either option. And Phase 3 being Kaomoloa to the west end terminus out by the race track, on the racetrack side not all the way out to the racetrack. So, then you have triggers in the ordinance of when they have to do this. Phase 1, and for each one there's a trigger that says development of the immediately surrounding area or there's a numerical trigger based on the number of units that are constructed - residential units in the single-family or multi-family residential zones. For Phase 1, the unit count is 300. Phase 2, the unit count is 450. And then for Phase 3, it's 579 units over all. And with the recent settlement of the appeal, and that Parker Ranch has agreed to build Phases 1 and 3 on a timetable, but there's no projected development by Parker Ranch as far as I know in Phase 2, and hence if they do not exceed the big unit count of 450 in the single-family and multi-family zones, there would be no trigger for them to have to build Phase 2 until they got to that point. If they built

out the Schuller Luala'i project, building out the complete Lualai project on the north side of the Connector Road, which is what has been underway so far, would get them to 296 in the single-family zone, so well shy of 450. So as far as timing that's the story on private requirement to build Phase 2.

*Q: In your report it says the Parker Ranch Connector Road must be completed before Phase 2. What if Parker Ranch doesn't build enough houses to trigger Phase 2 of their Connector Road?*

**Bruce McClure** - We're going to have to make business decisions on, you know, for the whole system to be effective... it's like a bus, yeah? We can get the whole bus but who's bringing the tires? Aw, no more money for tires? It's how it works, so the County will have to come to terms with that and when we come back out and explain to everybody what our plan is, that will be part of it. Without its connection all the way through, it's right, the rest of it doesn't work.

*Q: There are two more questions along those lines. Who's going to extend Lindsey Road to the Parker Ranch Connector Road in phase 1 of this plan is the Parker Ranch zoning ordinance does not require it to do so? And who is going to construct Road A if the DOE refuses to do so?*

**Bruce McClure** – The DOE will not refuse to do it. They're great community players and they are looking forward to doing their part to make this the best place to work, live and play. Lindsey Road, it's going to fall to the County to look under the CIP to find out what we can do to make this a good community and make the roads interconnect. The whole thing we're looking for is interconnectivity because we learned the hard way in Kona. If we don't interconnect, all the traffic uses the one or two roads and that just doesn't work. Everyone says, but Hilo is so easy. Yeah, Hilo's so easy because get one network or grid or web or whatever word you want to use, so when one piece goes down the other pieces become open. And they're not open all the time. You have your main roads but if there's an accident you just move over a block and use that, and that's the kinds of roads were trying to create for this community so it can be vibrant.

*Q: The Parsons Brinckerhoff presentations in December of 2006 at the Waimea Community Association Meeting suggested that the Lalamilo Connector be built. Why is the Belt Collins EA project on hold?*

**Bruce McClure** – That's us, we have it on hold. We were waiting for the completion of this report so we can incorporate that data in the environmental assessment. We have not finished the environmental assessment for that road.

*Q: The SKTSC voted to request that the State DOT study an alignment for the State Bypasses that would run south of the airport. How would this effect the plan?*

**Wayne Yoshioka** – I guess my feeling on that one is that overall I think whatever alignment they pick, the bypass is a desirable thing. It's a good thing to have. My gut reaction is that the further you pull it from Waimea, the less utility you may have in terms of being able to serve, being a desirable way to serve Waimea. Example, if it's south of the airport, I'm not sure how you would get the Lindsey connection into this bypass. I think the airport sits between Lindsey and, it doesn't? I guess you could miss the runway, although you're probably in the flight restricted area of the runway. Again, whether it is here or whether it is here, irregardless, I'm saying that the bypass is a good thing. You would want to do the bypass. It is a project whether it be here or here I think the consultant for the Waimea Bypass has to determine how the FAA would react to

having Lindsey right in front of the approach area for the runway. Again, a lot of these alignment issues defer to the more detailed study. In the case of the Mamalahoa-Kawaihae Connector, it's Belt Collins. (For the) Waimea Bypass, that's Akinaka and Associate, (and for the) Kawaihae Road Bypass, that's EK Imota. So again, there are consultants who are working specifically on these alignments and they get into the specific issues of the alignment itself and what they have to do to design it.

*Q: A significant drainage ditch lies between the proposed intersection location and the existing Parker Ranch Connector Road alignment. How does the study propose to realign the Connector Road around this drainage ditch? Other substantial drainage features (grass swales, inlets, etc.) exist near the Civic Center road and parking areas. How will these be dealt with?*

**Wayne Yoshioka** – I think that's for the next study. Whoever picks up the study to do the alignment of this roadway, that would be the subject of their study.

*Q: In keeping with its vision for a "total healing environment", the existing hospital building, including its patient wing and chapel, is oriented with views across this pasture and ultimately to Mauna Kea. NHCH considers the preservation of this central pasture and open space as a core planning principle in its planning for all its lands. Mitigation ideas such as natural and artificial buffers cannot adequately reduce vehicle noise and ambient light. Why is this important fact not considered with the proposed realignment through hospital land?*

**Wayne Yoshioka** – Again, I think these are valid issues but they are issues really for the next step in the process.

*Q: The people who would make a left turn at Lindsey Road would take up signal time no matter which way they looped. Furthermore, eliminating the left turn "citifies" our town. Since the Hawaii County General Plan States that traffic improvements should preserve the rural ranching character of Waimea, can traffic circulation be improved without permanently eliminating the left turn? Planted medial strips are a poor tradeoff for access to our city center.*

**Wayne Yoshioka** – I guess my comment on that one is that, definitely prohibiting left turns are a compromise, but I think what we're trying to do is preserve the character of the city. The point is that when you are faced with situations where you can't provide green time, the standard response to that is to increase the lane-age so that you can work with the green time that you have. Knowing that the town has stated they don't want to make it a very urban looking area, or they don't want to get the urban characteristics, we're looking at ways to try to keep the roads as small as possible. And the way to do that is to, perhaps in this case, what we found would be to take away a very, very significant left turn, which is the eastbound Mamalahoa Highway to northbound Lindsey Kawaihae left turn - that is a very large movement. And that really directly conflicts with westbound Mamalahoa. And so the question is, okay, do you want to widen more to allow for more at Mamalahoa to come through? Or do you keep Mamalahoa narrower and take away the left turn and then do some other arrangement so that you can keep the road size down? It's a trade-off definitely, but we think the trade-off we're suggesting perhaps does more to keep the town more rural or more character than to widen the thing out and make it much more urban.

**Bruce McClure** – I might add something. In Kona, for those of you that know the evening rush hour at Tashima's (?), we used to allow people coming the Mamalahoa

Highway to come down and make a left turn and go south at Tashima's (?). So we did a traffic count and we found that roughly 20% of the people were taking these shortcuts. They were getting so bad that when the line got long on Mamalahoa, they would go through the parking lot of the apartment complex. So we said okay, or stop it, you won't be able to do that movement. So that made the line on Kuakini 20% longer, this whole line came down. But what happened is that every fourth car had to stop to let somebody in. When they didn't stop, the line got 20% longer but it moved, it never stopped and we were actually able to take 20 to 30 minutes off the home commute. So while the prohibiting of left turns seems like it can't work, if the theory says it does work, it probably will and you save time by showing up the other way. I'm just trying to say that it really does happen in real life. We had one case and it worked.

*Q: How is the pedestrian and bike network incorporated into Phase 1 and 2?*

**Bruce McClure** – It has a separate stand-alone piece within the 80 foot right-of-way. There's a piece dedicated to bike/pedestrian only

*Q: What data were used to determine that people would not drive extra miles to use a longer Bypass road route rather than sit in bumper-to-bumper traffic? What models have been used to base this assumption on? Are there examples you are aware of where a Bypass road was built and people did not use it?*

**Wayne Yoshioka** – Well I guess there's no specific data. You could run a model, and I can tell you what the model would do. The model will always pick the generally shortest path. So the model would automatically not use the Bypass. I guess what she's referring to is using the Kawaihae Road as a proxy for the Mamalahoa-Kawaihae Connector Road which is much further. It would be here, coming all the way out here to use that. We didn't specifically run any specific model, again, because as I said, if you run a model it'll choose the inner one not the outer one. But we looked at this and it's based on somewhat our experience. I mean this is a long way to go the other direction. Look at that difference in distance - 1.8 miles versus 7.5 miles and worse, when it drops you out of this it drops you out at the airport. So if you're here and you want to go to KTA, my gut reaction says no way you're going to do that version around there. I mean, I could be wrong.

*Q: Your report indicates that the search for an alternative Connector Road included the possibility of a route north of Waimea. One of the two deficiencies your report pointed out (page 13) was that "it would intrude on the pu'u and pasture areas explicitly identified for preservation in the General Plan." Why then is the urban encroachment of a road on "important agricultural lands" an acceptable option when it, too, is identified for "protection" in the General Plan? And why is this item left off the list on page 20 of "transportation-related desires in the General Plan."*

**Wayne Yoshioka** – When they're referring to agriculture, are they referring to the Kawaihae-Mamalahoa Connector?

**Leslie Hall** - I assume so.

**Wayne Yoshioka** – If they are, I guess, my hope at least, and again I've got to defer to the consultant that's working specifically on that alignment, but I think one of their goals is not to necessarily take agricultural land. I think the goal is to find an alignment that would work with agricultural land. I'm not the consultant on that project so I guess...

**Bruce McClure** – The EA is not pau, but those are alignments that are being looked at as alternatives.

*Q: The Waimea Traffic Circulation Study relies on data from a Wilbur Smith Associates study. Data from that study appeared to record data (license plates) at Mud Lane and Mamalahoa Road and Kawaihae Road and Queen Kaahumanu Highway. From these measurements, it was concluded that the traffic was due to in-town circulation. However, with just two recording locations, how could this study have accounted for people who left this corridor well before Lindsey Road intersection? What about vehicles that exited Kawaihae Road at Kohala Mountain Road (traveling west to east)?*

**Wayne Yoshioka** – Again, we used the Wilbur Smith study of data, collection of data, and it was a good study. It was a license plate survey and a license survey is pretty detailed. We used that to backup what we already had seen in the traffic volume patterns of the area. If you look at the traffic volume patterns in the area once you leave Waimea proper, the traffic volumes on the roadways drop significantly, fairly quickly which indicates to us that when you look at the volume within the town, there's a lot larger magnitude at the fringes of the town. That would be a direct indication that a large share of the traffic that is impacting the in-town travel is within the town itself. Now we went to the Wilbur Smith study to find more detail about this and in fact that study corroborated the initial findings that there is less traffic at the periphery and it showed why, what the pattern was. Again, in a license plate survey, they actually record the license plate at one location and then record it at another location and they tried to do the match up. So it's very specific and it's not like conjecture. You're looking for that exact license plate match.

*Q: Parker Ranch has made known its intention to design and build the road in its present alignment. This alignment allows the road to be built entirely on Parker Ranch lands. If Parker Ranch has to realign the Connector Road onto State land and other private land, what means does it have to force the issue on these other landowners? Wouldn't the transfer of State land require an EIS and approval at the State legislature, and wouldn't this further complicate the entire process to get the road built sooner than later?*

**Bruce McClure** – Yes, yes and yes.

**Wayne Yoshioka** – Except for the legislature.

**Chris Yuen** – It's possible that there might need to be an environmental assessment for Phase 2 which ever direction you go. Going through the Civic Center property would definitely trigger an environmental assessment for Phase 2. They would require the consent and the transfer of property under an executive order to the County because it would be for a County Highway. It does not need a legislative move.

*Q: If Parker Ranch is ready and able to build now, how much time would the required condemnation of private land and the transfer of State land add to the timetable to build the road? Does this take the inevitability of getting this road built out of Parker Ranch's hand and why would you want to make it so difficult?*

**Chris Yuen** – Let me try to answer that because I have to go back to my previous answer on the inevitability. Bruce talked about this as well. We in the County and public have looked at whether there's going to be County funding of Phase 2, because the likelihood is that Parker, if they didn't develop at a certain pace, would not have to do that for a very long time. We would have some kind of reimbursement agreement if we did that based on when that obligation kicked in. It's certainly not inevitable at this point that Parker will build the road out to Kamamalu, will build the entire road anytime in the near future.

Phase 1 and 3, which only go from the Kona side and the race track end to Pukalani is assured now. It happened in a couple years, but Phase 2 is not assured.

*Q: If the Lalamilo Connector Road intersects with Mamalahoa on the south side of the Kamuela Vacuum Cooling Cooperative, that puts a major intersection between the farmers and their cooling plant. That will make it much more challenging for farmers to get their produce to the cooling plant as they will be required, with their heavily laden trucks, to make a left turn across traffic from the Lalamilo Farm Road onto Mamalahoa and a second left turn somehow cutting through traffic that will be waiting for the light at this new intersection. How do you envision the farm trucks and semi trucks accessing the cooling plant regularly throughout the day without negatively impacting the flow of traffic, the safety of the farmers and their vehicles as well as the safety of the citizens traveling on Mamalahoa?*

**Wayne Yoshioka** – All I have to say about that is that we recommend that the two, the Mamalahoa Connector and the Parker Ranch Connector, meet. Which side of the vacuum cooling plant they meet, we defer to whatever consultants that are designing those Connector Roads. It's a function of the design of the roadways. Seeing how neither of those consultants are here, I think we just have to say that it's a function of the design.

**Bruce McClure** – But the Parker Ranch section is set, it's not moving. So the best you're going to get is a “T” intersection, or a staggered “T”. I don't know what our EA is going to say because the EA is working for Mamalahoa down to Kawaihae. So, that's going to be looked at.

*Q: On September 3, 2007, the Hele-On Bus service added 2 busses to their routes running from East to West Hawaii with the intention of providing transportation for East Hawaii residents to their jobs in West Hawaii. At the November 13, 2007 SKTSC meeting, Tom Brown reported that on weekdays those two busses were running at full capacity (53 passengers each) within a week and a half of becoming available and they are running at 80-85% capacity on weekend days.*

*At the same meeting, there was a letter from the State of Hawaii Department of Transportation stating the following: “The State Department of Transportation, in consultation with the Federal Highway administration, has recently initiated planning studies for the westernmost portion of Saddle Road, from Mamalahoa Highway to Milepost 42. In conjunction with these studies, a Connector to the proposed Saddle Road Extension will also be developed. The primary objectives of these studies are to improve the flow of traffic between west and east Hawaii and to accommodate the projected traffic increases along this corridor.”*

*These two facts strongly contradict the license plate survey conducted by Wilbur Smith and Associates, yet most of the recommendations for the Waimea Traffic Circulation Study are based on this survey. Do you agree that this discrepancy brings into question the findings of the Wilbur Smith report that only 15-32% of traffic was regional?*

**TAPE ENDED and not turned over in time to catch panel response.**

*Q: When do we stop studies and implement construction?*

**Diane Quitiquit** – Well, the good news on the Parker Ranch Connector Road is that we are moving forward on that and we have made a commitment that by May 2010 Phase 1

will completed and by May 2009 Phase 3 will be completed. So, the Parker Ranch Connector Road is moving forward and we're working in conjunction with the County on that. We had a meeting just last week to help try to celebrate this process, so it takes a while to build a road as I'm learning. I'm probably the only non-technical person up here and the learning curve is huge as to what goes into it. I have a great deal of respect for the people who are sitting at this table and the work that goes into building a road. It does take some time. The good news is, the Connector Road is moving forward and we've made that commitment, so we're real pleased to report that.

**Bruce McClure** – We're pleased to report that, as Wayne hinted, we have sub-phases that aren't even in the plan. We're looking at those to try and bring some kind of real short term – at least to the afternoon peak and – once we've gone over all the public comments and we're going to be coming up with some kind of plan and we'll be presenting it either formally at a separate meeting or the Hawaii County Traffic Safety Council.

*Q: What will the County do with this report?*

**Bruce McClure** – Use it.

**Chris Yuen** – Use it to inform some final decisions. You know, this is a study and so forth, and I think we, I don't know, I missed the first part of the meeting, I don't know if this part has been discussed, but... We commissioned the report to get professional advice on the traffic problem in Waimea so we weren't just relying on our own judgments, our own estimations. And we had somebody we hired specifically to look at it and I think we hired a very good person. They've done a study. There's not that much more that's going to happen to the study. The study does not mean that every recommendation is going to be implemented. There are some decisions that have to be made and they're going to be made in a collegial manner involving the mayor, specifically, on some of the really big questions about what we're going to do, what we're going to fund, where these things are going to go. We will certainly use the report. We respect the work that went into it. People have alluded to and people have discussed other kinds of considerations – things that don't quantify well in our computer model on town character, agricultural production, the long range-plans of the hospital – all those kinds of things. Not to say they were ignored in the report, but the final weighing of those versus technical aspects of moving traffic is a discussion that has to be made really by, that's got to be made, you know, finally after all this kind of input comes in and we're going to talk about it with the mayor. And then, there's still a few more things that are going to have to happen. Environmental assessments are not just paperwork to justify a conclusion. Every environmental assessment, including the lower Lalamilo Connector, has a series of alternatives. In the environmental assessment you have to make a choice, you have to consider each alternative and say why you're going to pick one. And if you have a good reason for shifting from your original project concept to another one at the end of the environmental assessment, then that'll happen. There'll be issues of actually appropriated funds to do these things where the County Council will be involved. So, to implement most of these things, there are other public level decisions that have to be made. So we're definitely, we're happy to have the report. There are certain things that have happened in the report that I think, well maybe not everybody is willing to accept, but I think are inescapable conclusions. The do-nothing scenario is hopeless. We have bad traffic congestion now and if we don't do anything about it, it's going to get a lot worse. There were these ideas of these Connector Roads that have been out there for

quite some time. We wanted an honest evaluation of those. Without it we would have moved ahead with implementing them but we wanted evaluation – are they really going to help? - because there had been some controversy over this. We've made this assessment that they are going to help. He's looked at some of the other alternatives and given strong reasons why they are not likely to work. But, the fact that we have this report doesn't mean that every recommendation is necessarily going to be followed.

**Mike Price** – It looks like we've got about 7 minutes left. I'm not recognizing you, but how many people in the audience have oral questions? I see 1, 2, 3. Have you got some written questions? Let's do the written questions and then I'll call on you, hopefully the way you raised your hands.

*Q: Can the walking/bicycle/horse trails be completed before the Parker Ranch 1, 2, 3 Connector Road are complete so that people get used to alternate transportation? Also trails and greenways?*

**Bruce McClure** – Ok, Trails and Greenways is starting Phase 1 in September of next year. But Trails and Greenways is only in the early phases. The Parker Ranch Road is to be completed by '09, the first part. So I'm not sure if the others will be completed - they haven't even been designed.

**Mike Price** – Tim?

**Tim McCullough** – If we could just go back to the map that you have there, Wayne, that shows the connectors and so forth. I'm hearing a contradiction in that there is this desire to work with the agricultural community in the Kawaihae-Mamalahoa Connector Road, and there's probably the single longest question which was the connectivity of the farmers being able to get onto Mamalahoa Highway to get into their vacuum plant as well as getting back out of the vacuum plant, not only themselves but the actual truckers that do come and pick up, the YB vans, and get them back down to Kawaihae. That whole connector has really not been settled on, because that's another consultant, and that there is flexibility on the Parker Ranch Connector where they will co-terminus, yet that's already been determined and that can't be adjusted. So that's a fairly convoluted answer and it's specifically unspecific. So, really, Bruce and Chris and Wayne pretty much all gave three different answers to the same question.

(Pause)

**Tim McCullough** – Should I make it more specific? That Connector hasn't been determined where it's going to co-terminus, yet the north side can't change, so doesn't it kind of answer that it has really been determined already? And that essentially the concerns that have been expressed through the agricultural community a year and a half ago, when you consulted with us at the vacuum plant, through the various meetings that we've had through the community, not only to the County but to Parker Ranch in three separate meetings personally. So in other words, essentially our concerns have been ignored if that in fact is going to be the co-terminus.

**Bruce McClure** – Co-terminus or terminus?

**Tim McCullough** – Well, co-terminus is when two come together, isn't it?

**Bruce McClure** – The existing Mamalahoa and Parker Ranch Road (*intersection*) is set, by ordinance – the yellow one (*referring to Parker Ranch Connector Road on map from Wayne's presentation*).

**Tim McCullough** – This right here is what I'm really talking about. My understanding, and I'm not a highway designer, but co-terminus would be when you have a four way intersection all converging together.

**Bruce McClure** – That hasn't been settled. We haven't finished our EA.

**Tim McCullough** – Ok, but this one can't move is what one party's saying.

**Bruce McClure** – Correct.

**Tim McCullough** – And this one hasn't been determined.

**Bruce McClure** – Correct.

**Tim McCullough** – So isn't it almost certain that if this still is being designed that it's going to have to go here anyway?

**Bruce McClure** – It's not being designed. It's being environmentally assessed. There is no design.

**Tim McCullough** – So if there's an environmental study being done, there must be a purpose for it, which is the design of the highway, which all indications are telling us that essentially the interests of the farmers are in fact being ignored.

**Bruce McClure** – They are not being ignored.

**Tim McCullough** – Because it's being determined by the yellow line (*referring to Parker Ranch Connector Road on map from Wayne's presentation*). The red line (*referring to proposed Mamalahoa – Kawaihae Connector Road on map from Wayne's presentation*) is being driven by the yellow line.

**Chris Yuen** – I think what you heard was Wayne recommending a preference for the two roads to line up with each other. What I think Bruce is trying to say is that that is not necessary. The red line...

**Tim McCullough** – Well, two of you have said that that yellow line won't move.

**Chris Yuen** – The yellow line won't move, but the red line may.

**Tim McCullough** – Ok, so then they won't really join, will they?

**Chris Yuen** – They may not. It's going to depend on the outcome of the EA that DPW has commissioned for that connector piece.

**Tim McCullough** – Ok, but realistically?

**Mike Price** – Tim, you're running out of time.

**Tim McCullough** – Ok, sorry.

**Ron Thiel** – Realistically there is another option available and that's what we're saying. There is another option.

**Mike Price** – Ok, who was next? Was it you, Leslie? Ok, go ahead then the gentleman in the blue.

**Leslie Hall** – It's actually along the same lines. If it's determined by the EA that the Lalamilo Connector would be best on the north side of the vacuum cooling plant, is Parker Ranch willing to move their terminus, the Mamalahoa Highway end (of their Connector) to meet up with the Lalamilo Connector? Is Parker Ranch willing to move their end? You said it's by ordinance?

**Bruce McClure** – You'd have to go to the Planning Commission. You'd have to change the ordinance to do that. I don't think that's going to happen.

**Mike Price** – What do you think, Chris? Is that a possibility?

**Chris Yuen** – Everything is a possibility, but...

**Mike Price** – Don't feel like the spotlight's on you...

**Diane Quitiquit** – Putting aside that we just had a settlement that agreed on specifically where.

**Tim McCullough** – You're saying there's options. We're asking you what?

**Chris Yuen** – Ron can talk about this, because I'm not a road designer and Ron and Bruce know a lot more about it. They can talk about different ways that this could be handled because there are a number of ways.

**Ron Thiel** – What I'm saying is that there are other ways. We can add "T" off-set intersections, but that has to be looked at also. So there's a flexibility in this.

**Wayne Yoshioka** – You know, again, I'm not the consultant on either one of those projects, but one of the things that comes to mind also is that maybe it's not necessary for the vacuum plant to access Mamalahoa but can actually access the Connector instead. And if that was a possibility, then you could have the intersections across from each other but the vacuum plant, if it were to access the Connector Road, then it would have the same functionality in terms of being able to connect in. But I don't know the background because I'm not working on these projects. It was just some kibitzing in on the side.

**Leslie Hall** - If it's in the best interest of the community and the EA comes up with, you know, that it should be on the north side of the vacuum cooling plant, would Parker Ranch be willing to relocate?

(Pause)

You know what? Maybe you could give us an example of how it could work without moving.

**Ron Thiel** – You have two "T" intersections with an off-set and if they're done in a certain way, we can make it work with signals. If it's done in not a certain way, we can't. So there are options that we have to look at also. What I'm saying is that back in the 40's and the 50's and the 60's the early engineers said everything had to meet in a four way intersection. Then we started looking at "T" intersections and finding out when we got our signals on board that we could start making "T" intersections work with connecting like this. Not always, but that is an option. And what I'm telling these people is I have some experience and options that I'll bring forward, ok, in discussions.

**Mike Price** – Gentleman in the blue.

**Audience Member** – This is regarding the Parker Ranch Connector, three phases as I understand it. Two phases are ready to go or are under way. There seems to be a phase in the middle there that does not have adequate trigger, does not have adequate numbers of families living near there to trigger it and might not. What if, you know, this might never happen? Or it might take ten years for that to happen. Isn't there some way to implement Phase 2?

**Chris Yuen** – Well, this is not the part in the middle, this is the part at the east end of town, the Honoka'a end of town. What I'm saying is that there is not a requirement in the zoning ordinance for Parker to build this as a road for public to drive back and forth on until certain things happen, and those things might not happen for quite some time yet. So if Parker doesn't have to build it and the public wants it, then it's a matter of the public coming up with the money to go ahead and build it.

**Audience Member** – Phase 2 isn't being built yet?

**Diane Quitiquit** – No, it's numbered oddly.

**Chris Yuen** – Yeah, Phase 2 is at the east end.

**Wayne Yoshioka** – Phase 2 is here (*referring to map from Wayne's presentation*)... That's Phase 2.

**Audience Member** – Ok, it looked to me as if Phase 2 was kind of a choice place for Parker in the middle because they could develop a lot of the land right around it, but ok, now I see.

**Chris Yuen** – It is kind of confusing. It was the way it was thought that things were going to happen back when it was originally done in '96, but Phase 2 is the east end which is the extension of Pukalani to Kamamalu or the Civic Center depending which, but it's very important as far as the functionality of the road taking people around the congested part of town.

**Mike Price** – The gentleman in the back in the green shirt.

**Audience Member** – Are not the Lalamilo farmers concerns taken into account in the EA, Bruce?

**Bruce McClure** – They will be.

**Audience Member** – Yeah, so there's the vehicle for addressing the concerns of the farmers. They're not being ignored; they're addressed in the EA, right?

**Bruce McClure** – Yes.

**Chris Yuen** – But I have to say, you know there's a difference between ignoring what somebody says and coming to the conclusion that they want you to in the end. Your concerns are not going to ever be ignored, but I cannot sit here and guarantee you that you're going to be happy with the final decision that's made on the alignment or the outcome of the EA or whatever. That's the reality of the situation. We will continue, we'll listen to what you have to say and we'll continue to do so. There may be other considerations that drive the final decision.

**Mike Price** – The lady in the white dress? Did you want to...? With that, and the hour that it is, we need to adjourn. Thank you for coming. Thank you to the panel. I think it was a good meeting.